

Cape Vintage Engine

Newsletter of the Cape Vintage Engine and Machinery Society, South Africa.

Number 21.
September 2010.



From The Engine Shed.

Gavin Mitchell has kindly sent photographs of the now demolished Salt River power station (1928 – 1994) in Cape Town, I hope to add them to the next newsletter but the reference has reminded me of a story related to me by the late Peter Gildenhuys. In the 1960's Peter was involved with Salt River number 2 (1955 – 1994) power station. There were four 30MW Metropolitan-Vickers turbine generators fed from 6 Babcock and Wilcox coal fired

steam boilers.

As Cape Town's power consumption increased through the day more generators were switched into the system. The drill was, on instruction, the next turbine would slowly be run up to slightly over 50 cycles frequency and when the speed synchronised with the operating generators, the breakers were closed and that unit started to supply power. On one fateful day in 1965, through some terrible miscommunication, the breakers were closed on generator number 1 which was only running at half speed. Peter said the whole foundation of the power station gave a massive thump and a shudder, a feeling that he had never felt before or after and the generator tripped out. The result was a bent high pressure spindle and all the inter stage labyrinth seals were destroyed. The spindle,

a shaft of considerable size was sent back to Metropolitan-Vickers in the UK for repairs and was returning a few months later onboard the vessel SA Seafarer.

The ship was unfortunately wrecked on the rocks just off the Green Point lighthouse on 1st July 1966 barely three kilometres from the power station, the flotsam proceeded to be swept by the currents into the power stations sea water cooling intake and damaged the circulating water screens. A new spindle had to be ordered from Metropolitan-Vickers and this was delivered in August 1967. Generator 1 had been out of commission for two years. On the subject of steam, plans are afoot to save from the scrappy the last steam tug to have been used in South African waters. See the full report later in the newsletter.

Philip.

It's been a while since the last newsletter and a lot has happened in that time. First of all I was frantically preparing a newly acquired Petter W1 (ex scrap) and other bits and pieces for our annual Winter Warm Up at Arthur's place and then again frantically trying to get my Massey Harris tractor ready for the Moorreesburg Expo. Since then I have been trying to catch up on all the things that had been abandoned in the rush.

The expo was a great success and I did manage to get my tractor ready and get it to the show,

thanks to **Barend Kellerman** who very kindly transported it there and back.



I also took a couple of bakkie loads of engines and pumps, etc, but never again will I take tractor and engines to the same show. I spent the whole time rushing from one to the other like the proverbial headless chicken.

Anyway, back to the newsletter. Our thanks to all those people who have once again contributed articles, pictures and letters. This is basically a do-it-yourself

newsletter and we rely on contributions from readers to keep it going. It has developed into a sort of international free-for-all and everyone is welcome to throw something into the melting pot. It appears that we are heading for a quiet time show-wise locally, so please send us anything of interest in whatever form suits you and we will put it together. Don't worry about grammar and spelling – Phil loves correcting those. It is especially interesting to receive input from people overseas.

Gordon.

Remember all pictures/articles are welcome; we will sort out the format.

And when contacting us please let us know where you live (town and country).

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Bathurst Agricultural Museum.

Andrew Jenvey kindly sent these pictures taken recently on a visit to the Bathurst Agricultural Museum. Andrew has family in Port Alfred and comments, 'I have been visiting this museum for the past 10+ years and it just keeps getting better and better and the number of exhibits increasing. The curator is a great guy called Allan Town (079 987 9507), he spent a while showing me around, chatting and answering my questions, a really knowledgeable guy'. I had asked Andrew to take a few photos of the museums 'New Way' engine, so I could check



New Way.

some of the finer details to help with the restoration of my own 'New Way' as the museums engine number is only 34 away from mine. The pictures below show just some of the museum's collection.

Philip.



Southern Cross awaiting restoration.



Massey Harris, Wolseley, Edwards, International, Petter....



John Deere, Wisconsin, Fairbanks Morse...

Judging at Shows.

Those of you who read the article entitled 'Judging at Shows' in a previous newsletter will no doubt be aware of my feelings regarding the subject. Whilst at the Moorreesburg Expo I decided to grab the opportunity and investigate the subject more thoroughly.

It appears that to define the judging parameters to suit everyone is impossible, so basically if one is interested in having a tractor or engine judged, one must first find out about the rules and then decide whether to go for it or not. Having discussed the rules with various judges it appears in the case of tractors one must prepare the item to a state where it would have been when it was purchased. I.e. 6 volt electrical system, etc. My personal parameters for restoring an item would be to restore it to an as new state, but incorporating modifications that became available during its working days. I.e. 12 volt electrical system,

using a generator that would have been available at that time. Basically some of the judges I spoke to agreed that the present formula is not ideal, but they obviously have to abide by the rules.

By means that need not be disclosed here, I acquired a set of judging results for a particular tractor. Each tractor was judged by two independent sets of judges, with the results being averaged. The points awarded between the two sets in this particular case were incredibly close, which can only vouch for the training and professionalism of the judges and obviously a clear set of rules. I was amazed how thoroughly each item was inspected with basically each nut and bolt being checked.

So, the moral of the story? If you want to win prizes be prepared to put in a lot of research and an incredible amount of hard work and/or money. **G.**

Cape Vintage Engine and Machinery Society's Winter Warm-Up 2010.

As usual the WWU was held on **Arthur's** farm, Trade Winds, near Franschoek, but unusually for a Cape mid-winter, the weather was dry and warm. There were quite a few 'first outing' engines; **Philip's** beautifully restored New Way which he had found in Laingsburg sans the brass plate which was later given to him by **Johnny Verreyne** who had previously removed it for safe keeping. **Horst Lau** brought his 8 hp Slavia which proved to be a reluctant runner, this engine had been fitted with a replacement piston by the previous owner which left it with a compression ratio of somewhere near 40:1 Horst has machined the piston crown to lower the CR to a

more realistic level, but on the day it suffered from governor linkage problems. **Heinz Kogler** brought his partially restored single cylinder Steyr tractor. Gordon brought his fairly rare 1947 water-cooled Petter W1 which had been completed just days before. This engine was recovered from a scrap yard, as was his accompanying 1957 air-cooled Petter AP1. The star of the show was **Conrad's** newly acquired Grantham vertical boiler driving a Sisson steam engine. Originally recovered from Redhill, in the Cape Peninsula many years ago by **Andy** and **Philip** and sold to **Douw DeLange** who restored it to its present condition. On the day this was used to drive **Arthur's** 18"

Blackstone Stamford Mill and wheat was milled under the supervision of, needless to say, **Andy Selfe**.

Arthur had his 1923 Aveling and Porter steam tractor fired up and spent most of the day driving that around the farm.

The day was a great success thanks to **Arthur** and to **Phil, Conrad, Gavin and Horst** who had spent some days before helping him to prepare for the event. Being our home event always makes it a special occasion and as usual we were well supported by our own members as well our loyal supporters from other clubs. G.



Steve Socolic, Hendrik Vercuiel, Paul Vercuiel and Pieter Fourie.



Harvey, Gavin and Louis discuss Gavins GM 71 series two cylinder two-stroke 'screamer'.



Heinz Koglers single cylinder Steyr tractor.



Horst Lau's 8hp Slavia.



Phil's 1929 Lister A Bruston .



Gordon's water cooled Petter W1.



Phil's air cooled Wolseley AC.



Arthur's Fuller and Johnson model N.



Arthur's Lister L on original trolley.



Arthur's 1915 National Gas Engine.



Arthurs Aveling and Porter steam tractor 1923.



Conrad's newly acquired Grantham vertical boiler providing steam to a Sisson steam engine driving Arthur's 18" Blackstone Stamford Mill.



Philip's New Way, complete with daisies painted on the base as it would have originally been 'ex-factory'.

Andy remarked after the WWU that he had not had much time to circulate because he was busy milling the whole day. Phil's reply was: *Just as well you didn't do too much walkabout, you were so covered in white flour as to resemble an apparition. Any more of that and we'll be calling you Spook or Casper.* G.

The last remaining steam tug 'Alwyn Vincent' berthed next to the 'SAS Somerset' at the V&A Waterfront, Cape Town Docks.

The City of Cape Town's Port Captain has been instructed by the owners of the V&A Waterfront to get rid of the 'Alwyn Vincent', the last remaining South African steam tug. It is presently owned by an Australian businessman who is unfortunately unable to proceed with his plans to remove the vessel to Australia and has called in the scrap man. Plans are being made to save this remarkably well preserved old vessel, read the full story here; <http://www.sandstone-estates.com/index.php/commercial-transport/44-commercial-transport/1604-alwyn-vincent-last-steam-tug-to-be-rescued#top>



Before the introduction of the 100 H.P. and beyond tractors, some forward thinking men saw the need for more power controlled by one driver. All the speculation of a driver controlling a second tractor by radio control failed to materialize and the next development was to hitch two tractors together. Two such tractors will be covered, in Part One the Diffco and in Part Two the Doe Triple D.

I recently read an article by Pete Henshaw, published in 'Tractor Magazine' about a tractor called a 'Diffco'.

(The editor of Tractor Magazine put me in touch with Peter Henshaw who kindly gave his permission for the use his information and who has also provided the pictures).

The Diffco was a 'one off' consisting of two Nuffield 4/60's joined side by side, to make one large tractor.



Only the outer wheels were used and the engine side rails were fixed together. At the rear the two inner axle housings were removed and the final drive sections joined in some way. Although it is not mentioned, presumably the two diffs must have been locked solid in some way, as each engine drove its respective rear wheel.



It was necessary to build a new wider front axle, but using the original stubs. A scrap steering box was used and incorporated in it was a device that allowed the tractor to turn. When the steering wheel was turned to the left, it slowed down the left engine and speeded up the right one. This was adjustable and was of great benefit when working across a slope, as a slight turn of

the steering had the lower side engine speeding up to keep the tractor going straight. Apparently a clever driver finding himself in a restricted space with a heavy implement raised on the hydraulics, could engage first gear on one engine and reverse on the other and spin the tractor on its own axis – only at low engine revs, I hope – or else he might out do the 'magic Roundabout' as entertainment!

The present owner drove the Diffco for over 500 hours and was pleased with its ability. Starting off was a bit of a ritual – start both engines, depress the single clutch pedal, select both gear levers, open the single throttle control, release the handbrake – then let the clutch out very gently.



The two exhaust manifolds were connected together. I imagine it was to improve engine stability, but at least it gave a pleasant sound of power from eight cylinders. Only the outside hydraulic arms were used, but this must have doubled the lifting power. Again the critics moaned that each P.T.O. had only the power of one engine!

Moves were being put in place to manufacture kits to enable farmers or dealers to make their own Diffcos, but the anti-roll bar law came along and ended the project. These bars had to be of approved design and manufacture and one of the tests was to swing a one ton weight into the side of the bar. It was not thought that the Diffco could withstand this, plus the cost of getting approval could only be justified if large numbers of bars could be sold.

When Pete Henshaw wrote his article the Diffco was for sale to anyone, to restore it. I hope that someone accepts the challenge as it would be a great shame if it were just scrapped.

It is very odd that around the same time that the Diffco and the Triple D's were about, a large horse power tractor was available from Marshalls, the MP6, but the average U.K. farmer was not ready for it then. Sales were very disappointing and only 197 were made, the anti-roll bar law ending its working life in the U.K. as well.

Two MP6's were recently restored here in South Africa. The remaining tractors are making 'big money' in the U.K. as well-heeled restorers search for them.

P.N.

The 2010 West Cape Veteran Tractor and Engine Club Expo held at Moorreesburg. *Philip Gray-Taylor.*

By all accounts a great success! This year's theme was wheat farming and Case tractors. I only took one engine along but was there from Thursday to Saturday to give as much support as I could to the very enthusiastic members of the Piket and Swartland Clubs who were this year's hosts. The numbers recorded are a good reflection of how well it went; 252 tractors, 50 plus engines, 2 steam engines, blacksmiths, lots of old motor vehicles, an art exhibition, a display of household and kitchen utensils and 3000 visitors! Congratulations to the organisers.



We were there!



Hugo Ehlers prize winning 1926 Fairbanks Morse Z with condenser cooling.



The lads from MME with their big Blackstone.



Paul Vercuiel showing off the Piket Club's Blackstone.



A larger FM Z type newly restored on original transporter.



Peter 'Petter' Boast and Phil discussing Peter's 2-stroke Petter.



Derick's very early Gardner.



Phil's New Way with G's 1904 Riley radiator cooling a Petter W1 behind.



Dawn G's Fairbanks Morse ZD driving a 32v motor/generator.



All makes and models but a proliferation of green 'uns and red' uns.



Kobus Groenewald's prize winning Massey Harris Pacemaker.



Juanita van der Merwe driving the biggest tractor at the show.



A bowler hatted Arthur driving his 1923 Aveling and Porter steam tractor.



Conrad brought his Chev truck to the show carrying his blacksmithing tools -----



And his Grantham vertical boiler and Sisson steam engine driving Arthur's 18" Blackstone Stamford Mill, seen in action milling wheat.



Threshing demonstration.



Six 'ox-power' wagon.



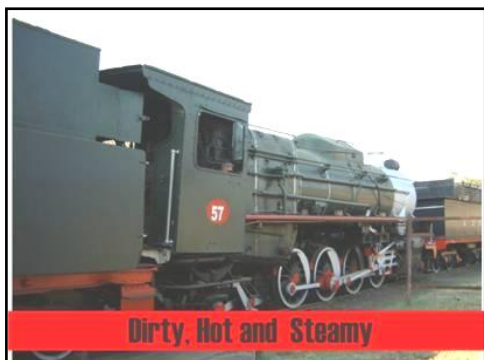
Oom Manie Muller's Bedford seen arriving from Swellendam complete with his Minnie Mo.



The Somerset Timbers partially restored rare Commer TS3.

Photos by Dawn G, Phil, Gordon and Juliette de Combes. Juliette has a shop near Scarborough - Red Rock Tribal www.redrocktribal.co.za .

One of the highlights of the show was **Freddie Truter's** display of 7 Ferguson tractors in various configurations. We will try to do a feature on his collection in a later newsletter. G.



Dirty, Hot and Steamy.

Part Three.

This article which was compiled by **Heather Chalcraft** for the **Lowdown** newspaper in Lusaka, Zambia, has been copied with her kind permission (*we have altered the layout to suit our newsletter format*).

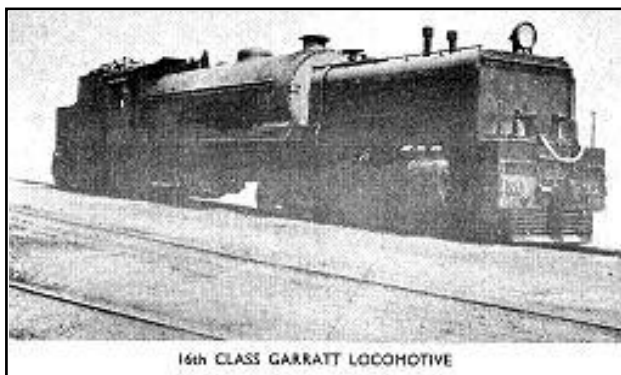


Many of the RR Garratts still 'exist' in various forms and some are still used for shunting operations with NRZ (National Railway of Zimbabwe). Of the ones which came to Zambia Railways when Rhodesia Railways was split, none are still in use, as far as we can ascertain.

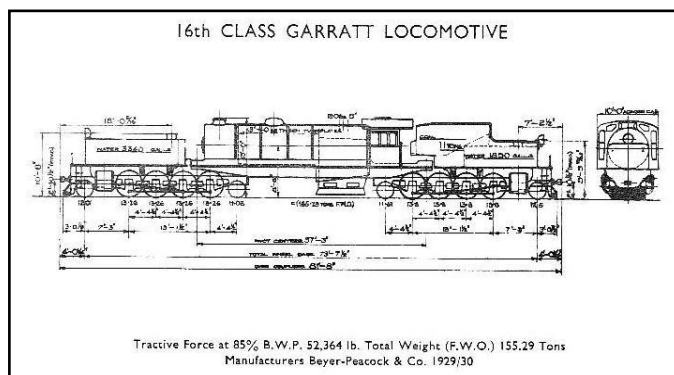
The Garratt, by far the most successful articulated locomotive, was a compelling and charismatic engine, well suited to Africa. The railways, as a whole, were one of

the keystones of the success and viability of Northern Rhodesia's mining sector. The railways were well run and profitable enterprises. They mostly ran on time, were clean and reliable and service was excellent. They generated many jobs, from the platform hawkers to station staff, to technical, commercial and material support and up through the ranks of management. And the Garratt locomotive made this possible.

To stand on a platform waiting for a train and seeing a Garratt come rumbling down the track, with an enormous fire in its belly, hissing steam, to feel the vibration of the station platform and hear the linkages clanging together, smell the soot and smoke as it trundles by - this was the romance of travel in Africa in days gone by. The days of steam power as exemplified by the Garratt locomotive, leaves memories and nostalgia second to none.



16th CLASS GARRATT LOCOMOTIVE



A Concise History of Rhodesia Railways.

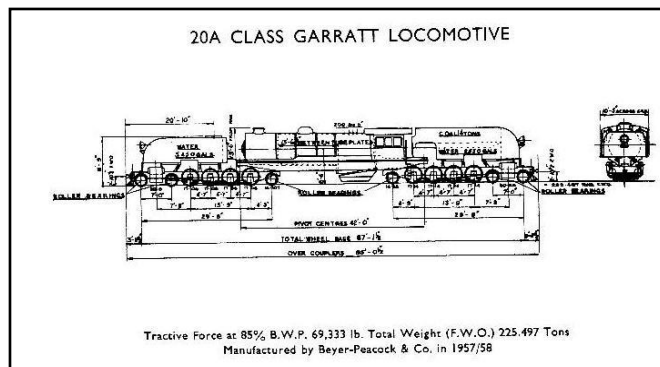
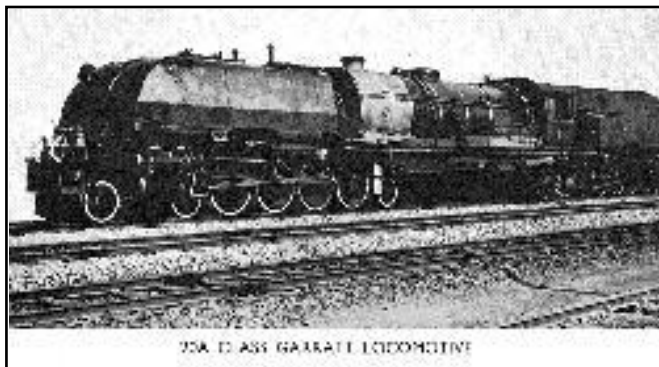
The Rhodesia Railway Co. Ltd. was the name from 1899 of what had been the Bechuanaland Railway formed in 1893. Beira Railway Co. was formed in 1892 and three years later became the Beira Junction Railway Co. In 1897, the Mashonaland Railway was formed and took over the Beira Junction Railway in 1900 to become the Beira & Mashonaland Railway Co. Ltd. Meanwhile, in 1899, we see, for the first time, the title Rhodesia Railway Co. Ltd, a renaming of the Bechuanaland Railway. In 1903, the

Beira & Mashonaland Railway Co Ltd merged with Rhodesia Railway Co Ltd with an even longer title : The Beira & Mashonaland and Rhodesia Railways Co. Ltd.

In 1908 another company was formed : the Rhodesia-Katanga Junction Railway Co. In 1927 Rhodesia Railways Co. Ltd became the working company as successor to the BMR & RR Co., and the following year the Rhodesia-Katanga Junction Railway Co became part of Rhodesia Railways.

In 1947 the Rhodesia Government took over the RR's assets.

Having been brought together piecemeal, in 1967 the Rhodesia Railways system was broken up to become Zimbabwe Railways (ex Southern Rhodesia); Zambia Railways (Northern Rhodesia); Botswana Railways (Bechuanaland) whilst in 1949 Mozambique Railways had taken over the Beira Railway section of Rhodesia Railways.



Along with South African Railways' standard gauge lines, the Rhodesia Railways was 3'6" gauge, whereas the two railways that came together in 1948 on the amalgamation of the Tanganyika Railway and the Kenya and Uganda Railway were Metre gauge.

Beyer Peacock supplied Rhodesia Railways with a total of 236 locomotives, all except the first 6 in 1915 were Garratts. They were:

1925/26	12 Class 13,	Where are they now?		
1928	6 Class 14	No.	Beyer No/Year .	Location.
1929	10 Class 14	280/359.	BP 7233/1947	Dumped Ndola shed.
	8 Class 16.	401.	BP 7353/1952	Livingstone Railway Museum.
1938	12 Class 16	620.	BP 7498/1953	Zambia Consolidated Copper Mines, Nkana Division, Mopani Copper Mine, Kitwe.
1940	4 Class 15.	623.	BP 7501/1953	Livingstone Railway Museum.
		624.	BP 7502/1953	Dumped Kitwe (trees growing through it!).
1947 – 1949	30 Class 15.	702	BP 7687/1954	Dumped beyond Ndola triangle.
		708	BP 7693/1954	Livingstone Railway Museum.
1949/1950	30 Class 15A.	721	BP 7786/1958	ZCCM, Mufulira Copper Mine.
		735	BP 7800/1958	Dumped Ndola shed.
1952/3	10 Class 15A.	740	BP 7805/1958	Dumped beyond Ndola triangle.
	30 Class 16A	741	BP 7806/1958	Restored in black/blue/green/yellow, Plinthed, Ndola station.
1953	18 Class 14A	748	BP 7813/1958	Dumped beyond Ndola triangle.
		758	BP 7823/1958	Plinthed Kitwe (un-restored).
1954 – 1957/8	61 Class 20. and Class 20A.			

Additional to the above 9 Class 18 locomotives were purchased from the War Department.



Alta Head.

Ron Wiley.



Have you ever seen or heard of the ALTA alloy ohv head for the 918cc Morris series E and Minor series MM? The 918cc SV first appeared in the Morris 8 sometime in the 1930's. A friend had Minor series MM with the Alta head in the early 60's and I thought it was an 8 port cross flow head.



Wrong, from the attached pictures showing the head on an early Morris Minor and you will see the inlet ports are siamesed and there are just two. Funny how you mind can play tricks on you nearly 50 years on Gary Dodd of Johannesburg has one of these heads fitted to his MM, so I wonder if you have ever seen one? Alta built racing cars with their own engine from the 1930's to the late 1950's, a real blast from the past. **Ron.**

The winter has been cold and wet; we were in luck on the Sunday of this year's Willunga Almond Blossom Festival because we saw that big yellow thing in the sky for the first time in ages. A couple asked me some questions about the display and then said would I like a small rotary hoe. I said yes and picked it up the following weekend, see pictures below.



Neville Roger's 1937 petrol/kero Case model "C", 19-6bhp @ 1100 rpm.



Southern Cross diesel, 3hp @ 2000 rpm, the S/N 57585 would most likely date it from the 1950's.



Ray Biddle's 1935 Buzacott type 41203, 6hp @ 800 rpm.



Rays Cooper type RV, 1hp @ 2100 rpm driving an Ajax pump.



Brenton Delaney's Ronaldson Tippet 4hp type "N" driving water pump. Ken Hall (left) had just celebrated his 90th birthday.



Peter Dunkin's display of Villiers engines L to R, 147cc Type F15 (415HSV) from 1963, 3hp Mk15 147cc OHV, 120cc Mk12 and at the rear a 1955 Atco mower with 79cc Atco/Villiers two-stroke engine.



Gary Arnold's Villiers 98cc Mk10 driving flexible shaft with auger for drilling holes in fence posts, displayed as found.



Gary's Honda 3PS 132cc G20 driving generator rated at 40vdc, 20 amps, 800 watts, the generator provides power for 32vdc bench grinder and 32vdc Wolf drill. Gary recently obtained this setup with the Wolf unused in its original box.



Matthew Keast's 1½hp Lister "D".



Matthew's 1933 Lister two man portable shearing plant with 1½hp Lister "D".



The latest edition to my collection, a Colwood model RA- 3 with rotary hoe attached. The Colwood is powered by a Villiers 98cc Mk.10 driving a 3-speed motorcycle type gearbox. I also have a Colwood model B with Villiers 98cc Mk.10 driving a 2-speed motorcycle type gearbox.





Growing up with three Chieftains.

Eric Brain.

Part Two.

Of the three, SRL was the better vehicle. This one had a metal-framed aluminium Warmley cab and a platform rather than a dropsided body. It had been bought new as a "trunker", running a number of days (or rather nights!) of the week from Newlyn near Penzance to the fish markets in London and had better seats, a 50 gallon long range fuel tank, Smiths heater, and a front bumper, with a pair of long range spotlights slung under. Best of all it had what we thought was an Albion Victor coach axle giving it a governed top speed of a massive 45 mph against the normal Chieftain's 38mph. Best for the Cornish long-distance lightly-laden furniture trips.

In the cab, all three had the black-quilted engine cover, ostensibly to keep the engine noise down - but in fact it stopped the covers vibrating and kept the oil fumes down. The straight 5-speed gear lever was close to the left leg and the sprung steering wheel, restrained by a stubby column strut, vibrated on idling. The small controls pod on the column held the speedo, vacuum gauge for the brakes and oil pressure gauge. The starter button was to the driver's left with a large fuse and electrical control box with the light switches and alongside it, the engine stop button which you pulled up and held until the engine stopped. However OYC was stopped by reaching down and pulling the accelerator pedal upwards and holding it. There were two 12volt batteries, one under each seat. TYB's engine was different in that it had a Glacier centrifugal oil filter which was really efficient, but the engine was the same as the others in every other respect.

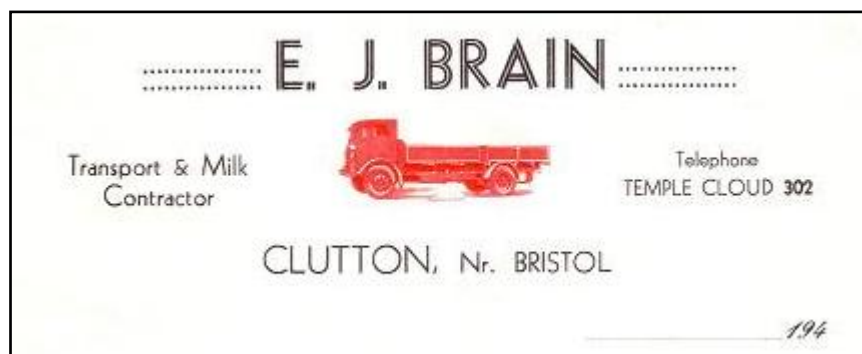
They were good vehicles, simple design, rugged construction and ideal for the task we used them for. We regularly carried eight tons, often more, despite their designed payload of 6½ tons. The firm we hauled for also had two Chieftains plus a smaller variant not often seen - the Clansman, which came into its own delivering to the small farms of the Quantocks, Blackdown Hills and lower slopes of Exmoor. I remember delivering to such a farm on the Blackdowns and deciding rather than to make an

awkward manoeuvre out of the gate back to Taunton, decided that straight up to the left was quicker, only to be confronted with what turned out to be a hill 1 in 4 upwards! Engaging crawler first gear, we made it with comparative ease - but it got warm in the cab..!

Later, in 1961 father splashed out and bought a Reiver with a bulk feed body, twin drive axles and OYC and TYB had to go. The Reiver was the first bulk feed lorry in the area but bulk farm feed was still in its infancy and few mills and even fewer farms were geared up to it. The LAD-cabbed Reiver, powered by a Leyland six cylinder engine, was a poor vehicle, its unladen weight was too high, its power low. It wore front tyres as fast as you could replace them and also was hard on rear brake shoes. This latter was a costly servicing exercise as the reduction hubs had to be stripped each time. The cab was the Albion 'Easy Access' version with the long door - it was not that easy; it was easier 'up and over the wheel' as in the Leyland and Dodge versions. Due to my mother's disability needing father's frequent help, mounting legislation, plus the fact that I was by then on a travelling service engineer's job and married, the business was eventually sold. I have no regrets, none whatsoever.

However - at a show in Wiltshire in the early 1980s, I spotted a familiar sight in the line-up - a 1950s ex MOD Albion. Further examination revealed it had a third trailing-axle fitted, most unusual - it was not a Reiver - nor a Clydesdale - but a 3-axle Chieftain. While I was there the owner stopped by, got chatting and asked if I wanted to see inside. When I told him my father had run them and that I had actually learnt to drive on Chieftains, he generously asked if I would like a drive?? I thought he meant a "ride" but he just said "You should know how to start it - off you go". To my great delight I drove out of the gate and through the village, around a five mile course which brought me back to the show field again. It all came flooding back.....Magic!!

Eric.





The Voigt “Voortrekker” Stationary Oil Engine.

Part Two.

Arthur Wilding.



History of the firm.

Carl Gustav Wilhelm Voigt was born in Luckenwalde on the outskirts of Berlin Germany on 21 August 1867, one of nine children. His father A E Voigt owned a well-known factory in the town. After his father's death he came to South Africa arriving in Cape Town on 5 April 1893 with his wife, four month-old baby, machinery and household effects.

He established himself in Paarl and laid the beginnings of the engineering firm *W. Voigt Engineers and Copper Works* which at its height employed 150 men.

A modest young man of 27, he started his career by putting up a shed 18' x 20' in Lady Grey Street in the village, Paarl's busiest thoroughfare today. This was a sort of blacksmith cum repair shop where farmers could have wagons, plows etc. repaired.

The work increased and Voigt purchased a larger property down in Huguenot close to the Berg River on the site of the present SASCO grain elevators. It was about the turn of the century and he was all set to start real engineering when torrential rains occurred and the Berg River burst its banks. It was one of Paarl's worst floods and the whole area was submerged. Mr. Voigt had the heartbreaking experience of seeing his new factory wash away.

Not daunted, he moved a few hundred meters and purchased a small farm house which he utilised as an engineering workshop. The business grew and purpose build workshops were erected.

During the First World War the farmers and particularly the wine growers found themselves having to rely more and more on the Voigt's Works. No agricultural machinery could be imported and parts were difficult to obtain. Voigt started making machinery themselves, concentrating on the wine industry.

By this time Voigt had an iron and brass foundry and was even capable of rolling iron plates. They produced wagon axles, their patent wagon brake (Voigt Briek) advertised in Retief De Villes & Co. catalogue of horse drawn vehicles as an optional extra, wine presses, dopper and wine pump, brandy stills and of course the Voigt Voortrekker Oil Engine – designed, cast and machined in Paarl.

Over the years the variety of products produced or repaired by the firm included the following, plus many others:

Voigt made and/or assembled the first bicycles in South Africa.

Built fruit grading and later fruit canning equipment, were known for their exquisite wrought iron work for buildings and graves.

Made cast iron Poorte (doors) and valves for cement carts, manhole covers and stone crushing equipment for the local authorities and could apply solid rubber to iron cart wheels.

Cast church bells.

Built and repaired steam boilers, including portable steam engines.

Were the first to manufacture stainless steel wine tanks.

Products made at the Paarl works carried the “Voortrekker” brand name.

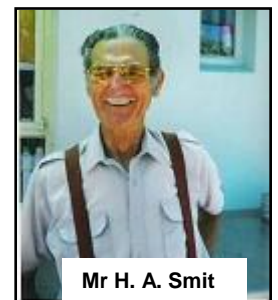
Wilhelm Voigt died on 12 June 1947 and is buried in the Lutheran church yard in Paarl of which congregation he was a founding member. The business was carried on by his sons until 1962 when they sold out to Rock Engineering, later to become incorporated into the Barlow group in 1967 with the Voigt name disappearing. In 1980 the site was bought by the Rembrandt group for warehousing and the graceful rows of arched windows in the late Victorian style building were removed and bricked up.

The writer securing two windows now incorporated into his farm shed where the Voortrekker engine now resides.

Typically for South Africa, no documents, record books or drawings have survived and we are all the poorer for their loss.

An old apprentice.

In 1992 I came to hear of a Mr H.A. Smit, a retired fitter and turner in Noorder Paarl. Mr Smit started work at Voigt's in 1935 as an apprentice and stayed with them for 16 years. He related the following:




Mr H. A. Smit

Sakkie De Villiers was the Voortrekker engine expert in 1935 and in charge of that section. There were 3 sizes of engine: 5hp, 8hp and 14hp, and in the workshop stood three concrete engine mounting blocks for test running of engines. Sakkie, Mr Smit and another apprentice were testing a 14hp engine which would not start. Someone introduced another fuel (possibly petrol) into the cylinder to encourage a start. The two apprentices swung the engine using two handles (flywheel mounted). The engine fired backwards, flinging the youngsters to the floor, then raced away uncontrollable in the wrong direction until the crankshaft snapped close to the left hand bearing. The one flywheel spun 20 m across the now deserted workshop floor and


smashed through the 50 cm thick north wall burying itself in the iron scrapheap outside.
Smit, during his first year, also accompanied De Villiers on a trip to a mission station near Augrabies on the Orange River to install a 5hp engine and "doppies pump". They were away two weeks.

He remembers making Voigt engine parts until 1939 and was able to confirm the engine colours – blue block with red flywheels.
Also during WW II he remembers machining Lanz Bulldog hot-bulbs cast in their foundry.

Tel Add. "Voigt," Huguenot.
A.B.C. Code 5th Edition.




Telephone No. 23.
PAARL.
P.O. Box 10, Huguenot.



W. VOIGT

ENGINEERING AND COPPER WORKS,
HUGUENOT, C.P.,

Huguenot 27/10/24. 192



Patent Roller Flour Mill.
Irrigation Plants, driven
by Windmills, Engines,
Etc., Etc.
Wine Presses, unim-
paired by Competition.
Our Improved Farmers'
Stillis are used all over
the Country.
Continuing Working &
Rectifying Stillis for
any quality and quantity
built locally.
Drawings, Plans and
Estimates for any
Industry.
Machinery Imported,
Erected and Repaired.
Steel and Iron
Constructions for Roofs,
Bridges, Gates, Etc.
Voigt Brakes.
Finest References.
First & Special Awards

His Honour,
The Minister of Mines & Industries.

Honoured Sir,

We are putting an entirely locally manufactured Oil Engine under the name of "VOORTREKKER" on the market. In Europe and we believe also in England it is customary for the Government industrial department to test and to issue certificates of such tests, of all engines leaving the factories.

We shall be pleased to hear from you whether your industrial department will undertake to have all engines produced by us tested, and certificates of such tests issued to us.

This certificate would be of considerable assistance to us in pushing the sales of these South African manufactured engines.

People some how, sad to relate, seem to think that they do not get value for their money when purchasing a South African manufactured article. When a government certificate however is handed them with the article purchased their fears will be to a large extent allayed.

In the past we imported quite a number of oil engines from the Continent and America. We do not see however why the money should not be kept in circulation in South Africa, even though the profit to us on the locally manufactured articles is considerably less than on the imported one.

We have had quite a good sale for our locally manufactured continuous Wine Presses, Wine Pumps, Aggrapoires, Sludge Pumps, Raisins and Fruit Graders, Brandy and Spirit Stillis, all of which were formerly imported. Thanking you for an early reply.

We are,
Honoured Sir,
yours faithfully,
W. VOIGT.
per.....

A letter from W. Voigt to the Minister of Mines and Industries dated 27/10/1924 requesting a test certificate.



A draft of the reply from the 'Government Mining Engineer' regretting that 'the department has no means of making such tests'.



Voigt Voortrekker engine seen outside Arthurs workshop, the arched window was salvaged from the old Voigt factory when it was demolished in the 1970's.

An advertisement dated 1934 illustrating two of the many and varied items of machinery manufactured by W. Voigt, proudly South African. Also noted "Oil Engines, Steam Engines and Boilers, new and second hand".

On Lawn Mowers.

Peter Noble.

A friend of mine, Jim, had a lawn mower which has a long history of difficult starting. Not long after he bought, it he was mowing an unfamiliar area of quite long grass when he hit a concrete block which stopped the engine dead. As it was still very new he took it back to the dealer and asked them to check it for any signs of damage. They gave it a totally clean bill of health and the difficult starting problem arose at this point.

When he told me about the problem, I offered to have a look and see if I could improve it for him. The engine had a flywheel magneto and when I started to remove it from the crankshaft, Jim said to look out for the 'stepped' half-moon key that was fitted as it might be difficult to find a replacement.

When I had the key in my hand it did seem to be perfectly made in its stepped form, but I questioned why anyone would make such a thing. Having checked the points, and having found everything in order, I reassembled the flywheel with a new ordinary half-moon key. The engine started on the first pull of the rope!

When he hit the concrete block there must have been enough momentum in the flywheel to almost shear the key in half – instead it left it in the stepped shape, which retarded the ignition and caused the difficult starting.

So much for the dealer's clean bill of health!



The terminus site of the old Matopos Branch line showing the arrival of one of the first trains in 1903.

What Is It?



Does anyone have an idea what this is from?

The large pulley is about 300mm in diameter, the pulley on the right is split by a flange and the collar on the left is an eccentric.

The cover is shown lying next to the unit.

What Was It? From newsletter number 9, December 2008.

The Bahco N° 99 tool that was our 'What Is It' in our December 2008 issue has finally been identified:

I think it's a fencing tool and would be very useful for high tensile wires, but have no idea what it is called. The 3 holes are for different size wire and used for twisting the wire neatly and tightly around itself. The hook is for hanging the tool on the wire, the 3 square holes are for tightening the various sized nuts on the gudgeons and hinges at a gate way. The sharp blade at the tip of the little finger is for cutting wire, hit the back of it with a hammer and the 3 slots are for bending the wires(s), to form a loop.

I shall put it in our next newsletter and see what comes out of the mix. **Brian Smith. Editor, "Ancient Iron" (Newsletter of the Marlborough Vintage Farm Machinery Society Inc). Blenheim, New Zealand.**



What Was It?



The "What Is It?" in the upper right corner of page 13 is an automotive type battery, post cleaning tool. The round black knob is to hang on to. The arms marked (-) and (+) are for cleaning the contact area of the posts: one larger, one smaller. The reamer on the bottom is for cleaning the inside contact area of the wire end clamps that go on the posts. I've used them before and they work great. These days, most of the post cleaners you find are of the wire brush type. They're cheaper, but don't last as long or do as heavy duty a job. **Lesley K Spivey.**

The mystery tool is for cleaning battery posts and reaming terminals.

Andy Selfe, Elgin, W. Cape.

- The "What-Is-It" in this last brilliant CVE newsletter is a battery post & terminal dressing tool. Keep up the great work. **Tony Beckett @ 'The EDGE' Kotzeshoop.**
- A friend forwarded your newsletter which I found most interesting. Keep up the good work. With regard to the July 2010 No. 20 "What Is It" column.....It is a battery terminal "looker after"! I don't know its proper name. The +/- signs at 9 and 3 are for the battery terminals and the 6 o'clock wing is for the female terminal. (Note that this is tapered to fit both the negative and positive female terminals) I have had one of these for several years and they are very useful. There are others on the market but this type seems to last longer than most. **Brian Smith. Editor, "Ancient Iron" (Newsletter of the Marlborough Vintage Farm Machinery Society Inc). Blenheim, New Zealand.**
- I do like your magazine. The item for "what is it" on page thirteen Cape Vintage Engine, Number 20 is an automotive tool for cleaning battery posts [larger scraper for positive post & smaller scraper for negative post and the taper reamer for cleaning the cable clamp internal surface] You can still purchase them new here in New Zealand. I first bought one about 1970. **Roger Walton, Beachlands, New Zealand.**

The mystery tractor on page 12 of our previous newsletter has been identified!



It is a Massey Harris G.P 4 wheel drive. The radiator core is missing, although one can see its mounting frame.

This was the first tractor designed and built by the M.H Company, as opposed to the Wallis tractors which they took over and kept producing. The G.P (General Purpose) was built from 1930-38, but was ahead of its time. From 1930-35 a Hercules flat head engine was used, then a MH overhead valve engine for the later ones, apparently production total was 4999 tractors.

A number of these came to NZ, and I have been lucky enough to briefly drive 2 of them, which belong to other MH enthusiasts.

Arthur Heenan, South Island, New Zealand.

-
- Is the wide 4-wheel drive tractor in Lusaka perhaps a Massey Harris? **Andy Selfe, Elgin, W. Cape.**
-

- Just read the news letter. That weird tractor on page 12 is a Massey Harris General Purpose 4x4 from the late 20's early 30's.
The gadget on page 13 is a battery terminal cleaner with cable lug reamer.
Cradock Cuyler, Eastern Cape.



Inbox.



← Look what my son **Stephen** has found. He has the engine, but is still negotiating the sheep shearing section.



And more. Not bad for a starter, hey?

John McGregor, Worcester, W. Cape.

-
- Herewith a picture of the old Puffin outboard that I recently bought at an auction in Knysna. I have cleaned it up and am sure if I had carried on another 10 minutes it would have started. I cannot find anything on web about this little machine, not even the company Basil in Leicester that apparently built them?? It has a 2 blade prop. **Pieter Engelbrecht,**

*I also searched far and wide for info on my Puffin, in the end I found a reference in the book 'The Old Outboard Book' by Peter Hunn, so I bought the book. The info on the Puffin is half of one column, but the rest of the book made it more than worth buying! **Phil.***

Basil Engineering was situated in Leicester, England and produced the 'Puffin' outboard motor in the early 1960's in two sizes:

Puffin 75, 2-2 ½ hp @ 3800rpm. 76.4cc

Puffin 105, 4-5 hp @ 3800rpm. 105cc. The Puffin 105 was also available as a deluxe version with neutral and clutch.

*Pieter's Puffin is the model 75, and I own a model 105, any more Puffins in captivity? **Phil.***





A call out of the blue from an old timer I met at the 2008 Timour Hall Show and I'm custodian of a Warsop S6 breaker!!! He bought it new in 1953 at age 16, working in his father's building business, to demolish a building in Wynberg and now he is retiring and closing the business down. Luckily for me he still had the e-mail I had sent him after the show and was able to contact me and offer the Warsop. Initial check over reveals it seems to be complete with crankhandle and chisels, but the ignition coil is open circuit otherwise I would have had it running. It has its original box with the machine number 10702 stencilled on the end. **Philip.**



- You haven't heard from me for a long time, but here is something on the engine that I am busy with at present. It is a Norwegian marine engine, built in Kristiana (now Oslo). I have searched the internet, but have been unable to find information on the engine. I hope one of you engine 'gurus' know something about it. I still have to make a fuel tank for it before I can try to start it. Not sure if my homemade 'injector' will work. With no information on the engine, the manufacture of the missing parts was mainly guesswork and a matter of 'feel'. **Hennie Swanepoel.**



I have lost count of the rare engines that Hennie has resurrected that have been missing major parts. I wonder what would happen if Hennie ever got hold of an engine that was complete – he would probably discard it as being too boring to restore! G.

- I was emailed a model catalogue yesterday, it had the following 7 cylinder four-stroke engine for model aircraft, I would like one to play with.

Ron Wiley, Victor Harbor, S. Australia.

SPECIFICATIONS:

Displacement: 69.65cc (9.95 cc x 7) **Bore:** 24.0 mm

Stroke: 22.0 mm **Practical RPM:** 1,500-7,000

Weight: 3167g **Prop Range:** 22x10-26x8

Superb scale appearance of the V shaped valve layout will enhance the look of scale models of planes from the golden era of radials.



- Brilliant! Just scrolled through... looking forward to a good read, thanks! I wonder if all readers know the dodge for removing a bearing cup from a hub. One simply welds the cup, at a fairly high current, making very sure not to weld the hub itself! Try to work all around the cup and get the job done as quickly as possible. When everything has cooled down, simply turn the hub over and the cup will fall out! What has happened, in effect, is that the cup was red hot and wanted to expand, but couldn't because of the restraining size of the hub, which hadn't had the time to get hot. On cooling, the diameter shrinks quite dramatically, allowing it to fall out.... provided you haven't left weld on the hub itself! **Andy Selfe.**

- Thanks for the latest newsletter No 20. Receiving the newsletter is always one of the highlights of my life and I want to thank you for the effort you put into producing it and also for keeping your promise to see that I get put on the mailing list.

Keep up the good work and know that your efforts bring pleasure to so many of us and that this is much appreciated. **Richard Gates.**

- Wow this is amazing. Please keep me on your mailing list. Kind Regards, **John Cryer.**

Bookshelf.

Wolseley Stationary Engines 1909 - 1975.

David Edgington has been researching Wolseley history, and the full range of engines, for around 30 years. This book, around 60 pages with over 100 illustrations, is the culmination of that research and has been painstakingly put together during the last 10 months. It covers Style 1 to 4, Alma, Pre-WD, WD1, WD8, WD9, WLB and the air-cooled engines, plus variations such as the Trojan especially supplied as exports to South Africa.

- As you may (or may not), know, whenever David Edgington publishes a new book I manage to get a deal from him for us South African collectors.
- Well, for the last 9 months or so he has been rewriting the Wolseley book and it is being sent out. It has been very much updated (from his previous book) and contains a whole section on Wolseley in South Africa which covers all the "badged" names we had here - VETSAK, BOERESAKE, TROJAN, NEGWAC, SENATOR and, of course Wolseley.
- You can read more on David's website here:
<<http://www.stationaryenginebooks.co.uk/Wolseley.htm>> (there is also a Youtube video on the page of David being interviewed about this book)
- The first order of 50 books for South Africa has already been sold out but I am ordering more. **Jerry Evans.**

The book can be ordered from Jerry at a cost of R 130.00 each, plus local postage of R20.00.

Email Jerry Evans jerrye@databak.co.za

And another new book has just been published:

Herbert Austin, New Perspective on his Wolseley Years, by John Brindley and Norman Painting.

Inside the Front Cover.

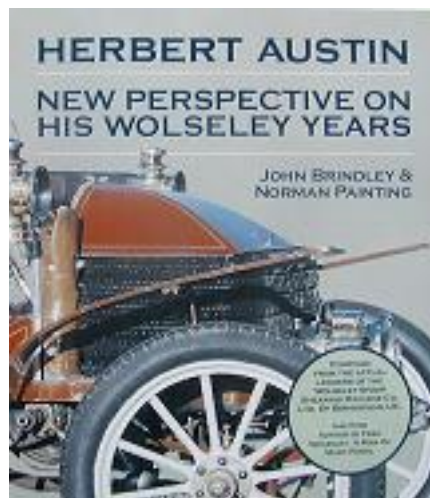
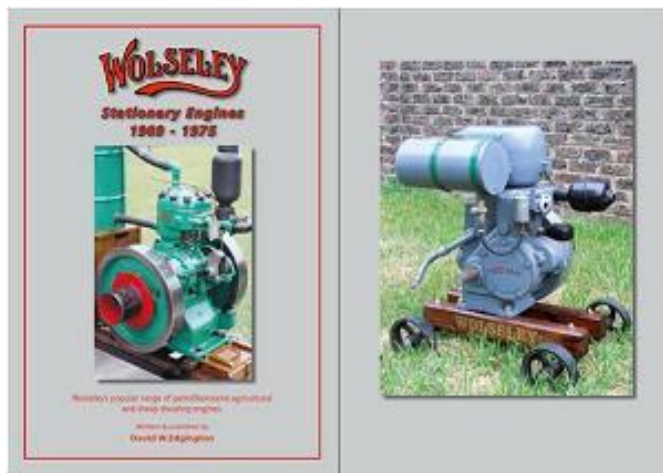
The reader of this book will find a well written, well documented summary of facts which detail the developments, reasons and decisions which put into correct context the 17 year association of Herbert Austin with Frederick York Wolseley and the Wolseley and Vickers companies.

Both Austin and Wolseley spent parts of their lives in Melbourne and Sydney, where from very basic sources, their efforts produced ideas and products that changed the lives of many people throughout the world, Wolseley with his sheep shearing machine and Austin with his shearing machines and motor cars.

Little contemporary detail has been recorded in Australia and New Zealand about these two men. This record of events, in some ways, gives us an insight into the problems faced by early manufacturers in coping with fresh ideas, arranging finance and the manufacturing of the machines which grew from these ideas.

The reader will be taken through the process of transforming ideas which came from the very basic needs of the Australian pastoralist, through to the ingenious and highly sophisticated engineering capabilities that developed within the Wolseley and Vickers factories during the time Austin spent there.

As a result of an article that **Ron Wiley** wrote, an Austin designed steam engine has come to light and information about this was added to the Herbert Austin book.



To persons interested in Australian history, the Australian wool industry, collectors of shearing memorabilia and the vintage car enthusiast this book will prove to be a valuable resource.

The book is published in Australia by Ian Itter of 4/19 Naretha Street, Swan Hill, Victoria 3585, Ph 03-5033 0364.

Email; itter.ij@bigpond.com - the book sells for \$40.00 plus \$5 postage.

Wanted.

I really enjoy the Cape Vintage newsletter. Thanks for all the hard work that goes into producing it. I wonder if you can help. I have a friend way out on the Botswana border on a farm. He has a Bamford - 2 in fact - and is wondering where he might get spares for them - pistons, rings, cylinder head gaskets. They are **Bamford** Z2M 5.4 BHP 750 RMP and the other one is a Z3 7BHP 600 JT4/1510. Any chance of spares being available.

The one engines' water froze in the tank. Do you think it can be repaired using "Steenvas"? My friend is very far away from anything! He also has a **Ruston** engine. Any part available for that?

I look forward to hearing from you. Thank you very much. **Tim Payne, Riebeeck West.**

For Sale.

- *Paul Cochrane sent this a couple of weeks ago. The vehicle is a Bedford 'Red Goddess' style fire truck as per picture of a similar truck, but Paul's is pretty dilapidated.*

I need to let the Bedford fire truck go and I would like it to go to someone who needs it or who can use it for spares for a project, etc, etc. Restoring it to its former original condition is not feasible, ALL the oak timber is rotten, it is not a rare vehicle as such, it is missing its pump and just about all its fittings. I would prefer it to go to someone "deserving". I don't want to make money off it; I have paid over R3k to get it here and for tyre tubes, etc, etc. I haven't started it for a while, but she will start and drive - and the engine has only done 1900 miles !!!!!



Before I put her onto Gumtree, etc, I would like to know if you guys know of anyone who might need it for spares, etc, (can also be converted into a lorry). **Paul Cochrane.**

- Some interesting vintage items up for sale by a private seller including a rare Earthmaster tractor, a Gibson Tractor with original implements, a Dennis self propelled mower, a 6 cyl. Leyland diesel engine and various vintage implements.

Please go to our club website:

<<http://www.vaaloldwheels.org.za/>> and on the menu click on "Trading Post" and then "For Sale".

Many thanks. **Jerry Evans**, Vaal Old Wheels webmaster. <<http://www.vaaloldwheels.org.za>>

Forthcoming Events.

October 15th & 16th Agricultural Show in Villiersdorp.

2011.

January 22nd & 23rd Classic Car & Bike Show at Timour Hall Villa in Plumstead.

Please let us know about any forthcoming events!!!
